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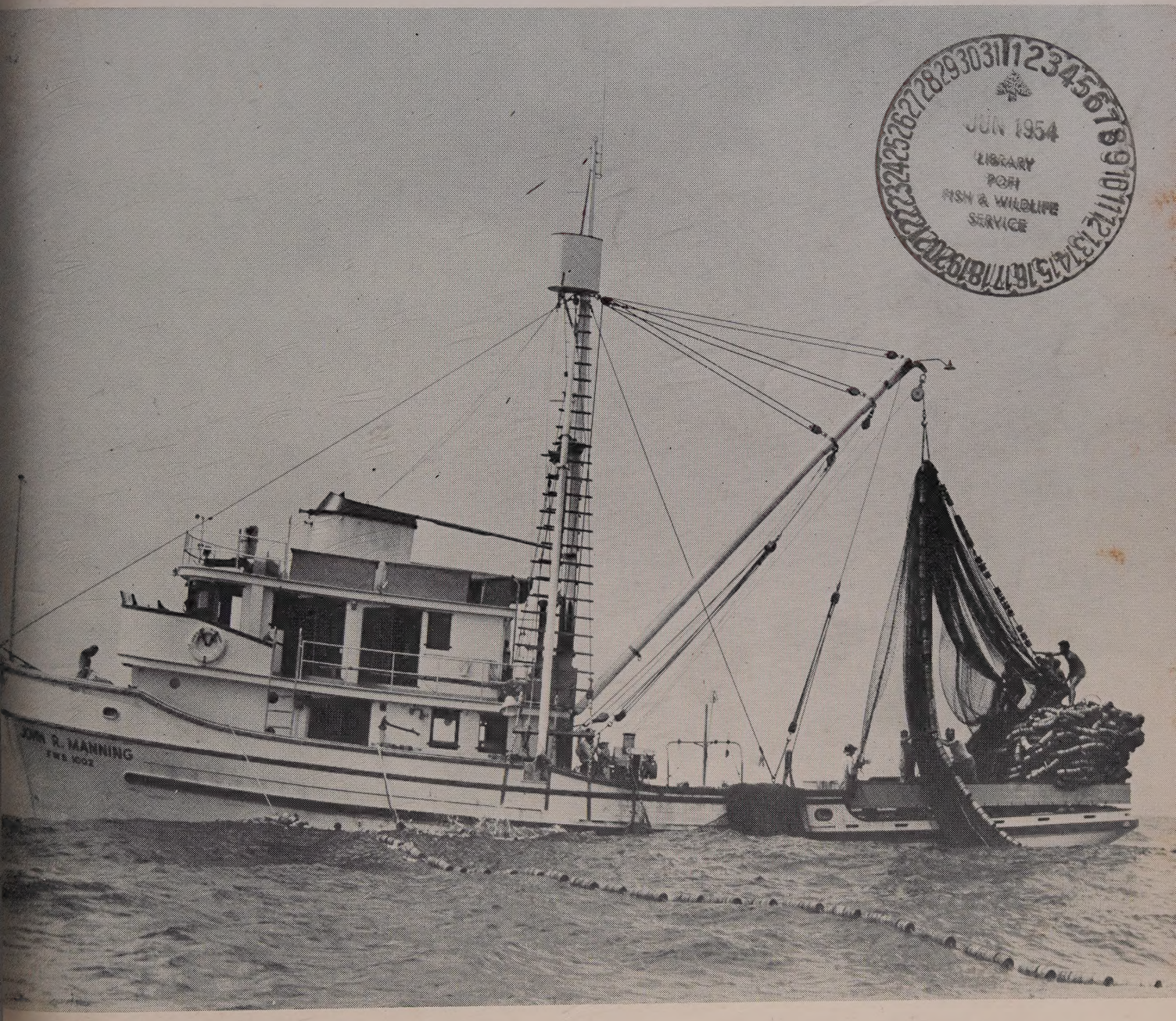
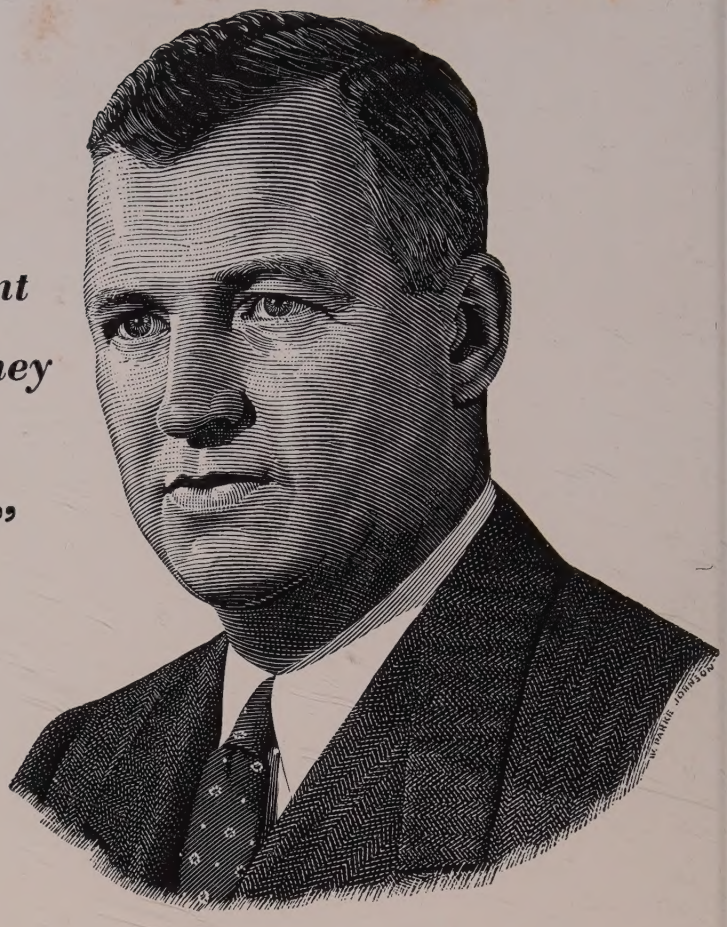



IN THIS ISSUE . . .

PROGRESS AND PRODUCTION • REPORT FROM WASHINGTON

TRAGIC STORY OF THE VANISHING SARDINE

*"Wise public debt management with its goal of sound money is of prime concern to every American."*



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*President*
*Republic Aviation Corporation*

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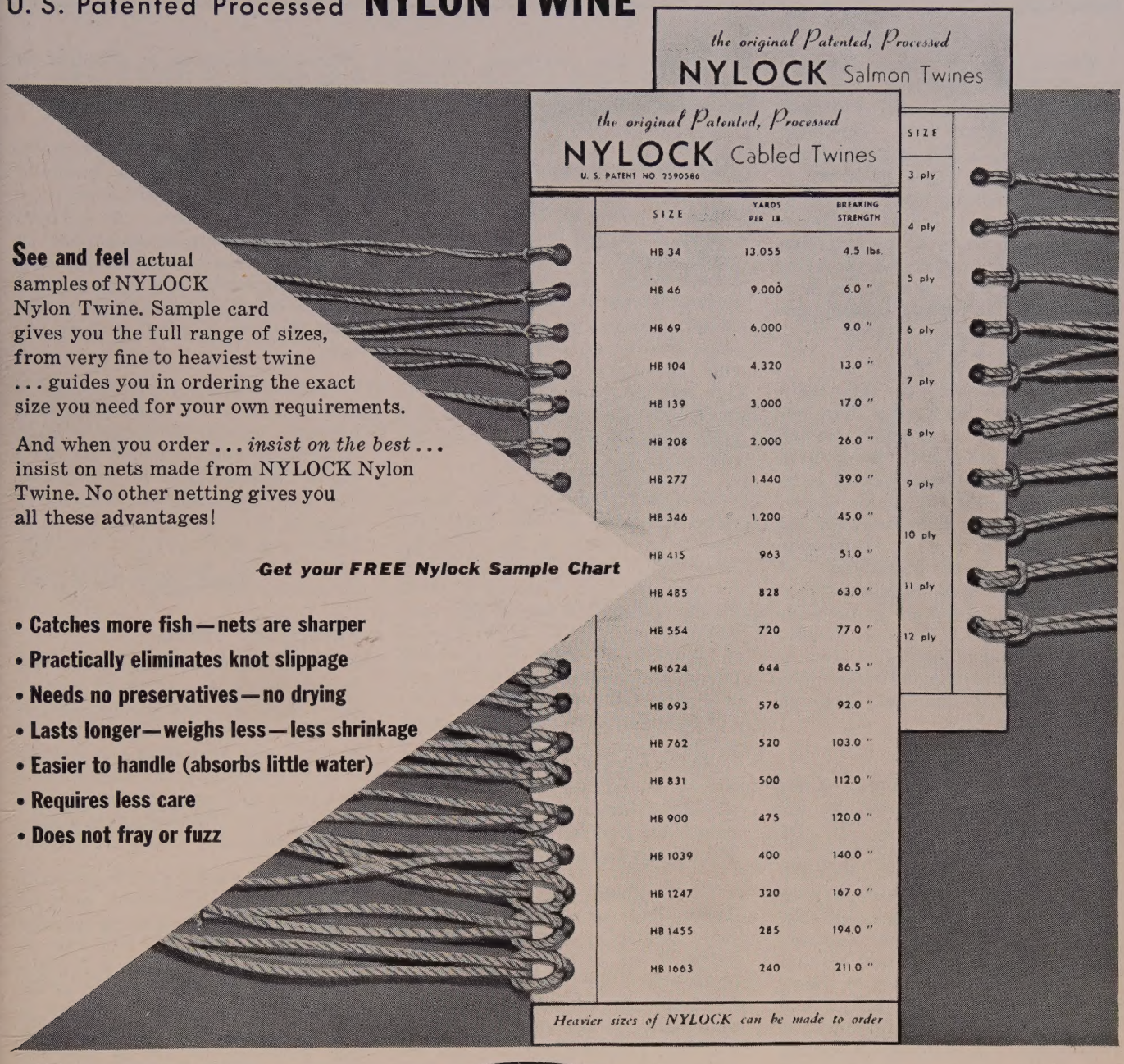

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| HB 208 | 2,000 | 26.0 " |
| HB 277 | 1,440 | 39.0 " |
| HB 346 | 1,200 | 45.0 " |
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# The San Diego Waterfront

By ROBERT K. LAWSON

Matt Monise, Joe Medina, Machado Medina, Louis Massa, and Julius Zollezzi left last month for Portugal. Most have relatives there. They were launched with a dinner at the Hotel Marlin Inn by fellow members of the fishing industry and brothers in the Fish Monger's Club, of San Diego. . . . Ralph Madruga, of the American Lady, is back on the fishing banks. At the same time, Mrs. Madruga is in the hospital for the second time with a back ailment.

* * *

Sverre Jangaard, of the North American, and his brother Lars, on the Alrita, will both return to San Diego May 10th. Both vessels have been engaged in experimental longlineing in the vicinity of the Christmas Islands since February 19th this year. The trip was for the purpose of determining the practicality of long line fishing by similar methods utilized by the Japanese in the Central Pacific. . . . . The steamer North Star has returned from Samoa with about 400 tons of fish for Van Camp's, according to Phil Bertram, fleet manager here.

* * *

Jack Olsen, former skipper of the Wenby and crew member on the clipper West Point, has left the fishing business—but not entirely. Now sales manager of McNeil's Plumbing & Appliance Company, in San Diego, Olsen offers a combination of services that are relatively new in this type of business here on the coast. The firm caters to clients by providing complete design and decorating services, painting, improvements and complete furnishing and appliances for the home at discounts and financing.

* * *

Port Director John Bate, of San Diego, recently announced port cargos may be expected to rise this year as a result of interchange with South American west coast ports. As a basis for his statement, Bate pointed out that the importation of frozen fish from South America to local canneries would arrive provided sufficient return cargo was available for those vessels. Bate said the cargo is now available. Presumably this factor will bring ships to San Diego that have formerly been unloaded in San Pedro.

* * *

The U. S. embassy at Tokyo has advised the State Department that Japan expects to maintain her export market for canned tuna to the United States at the same level as established during the past 12 months ending March 31. The information compiled from estimates by the Japanese Ministry of International Trade and Industry also showed a prediction that duty-free fresh-frozen tuna exports to the United States would rise about 25 per cent during the next year.

A casual analysis of the direct effect of tariffs on imports to this country is evident in the following relationships from import figures released by the U. S. Fish and Wildlife Service. Duty-free fresh-frozen tuna imports rose from 2,150,737 pounds in January of 1953 to 6,448,412 pounds in January of 1954. 2½ per cent tuna-in-brine rose from 1,570,179 to 1,772,820 pounds in the same period. 12½ per cent bonito-in-oil from 1,115,284 to 2,023,156 pounds; and 45 per cent ad valorem tuna-in-oil dove sharply from 381,490 pounds in January of 1953 to 93,246 pounds in January of 1954.

The Southern California tuna industry has maintained for some years that imports of canned tuna, bonito in oil or brine, and tuna in brine were a definite menace to the welfare of the industry. It is significant that a 45 per cent ad valorem duty on tuna-in-oil controls this situation. It is just as significant that others with no duty and a lower per cent are continuing to rise steadily from month to month, as demonstrated in the rise of 4,297,675 pounds of fresh-frozen tuna in the month of January 1954 over the same month a year previous.

* * *

The Federal Communications Commission has announced the adoption of a proposed rule which will require that on or after June 1, 1954, the frequency of 2738 kc may not be used by or assigned to a ship telephone station except as stated in the complete report which appears on page 13 of this issue.

* * *

Contracts for albacore are expected to be negotiated about the middle of May this year. All indications point to an excellent season. As a matter of fact scientific investigations of water conditions, feed and microscopic organisms now apparent appear to show the season may approximate the best ever had in these waters.

As usual, prices have been kicked around with a few scattered printed instances quoting estimates as high as $500 per ton. Canners are playing a waiting hand in the matter but most fishermen are thinking in terms of the biggest price ever paid, which was $750 per ton in 1948. An impartial guess is somewhere around the $500 mark.

## Philippine Tariff

The United States Government has agreed to consult with the Philippine Government on possible modifications of the present Philippine-United States Trade Agreement . . . though it does not believe that the selective free trade proposal advanced by the Philippine Government offers a satisfactory basis for future trade relations.

The present agreement provides that the duty-free status of exports from the United States will come to an end on July 3, 1954, and thereafter duties would be imposed by the Philippine Government at the rate of 5% of the full rate in the first year and increasing by 5% in each following year so that at the end of 20 years the full rates would be imposed. Such a procedure, for example, would apply to United States exports of canned sardines and other canned fishery products to the Philippines.

Any change of the existing agreement would require action by the Congresses of both Governments. Your views on the proposed negotiations may be submitted to the Fish and Wildlife Service, Branch of Commercial Fisheries, Washington 25, D. C.

# PAN AMERICAN Fisherman

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## *About This Issue . . .*

If you want to cry in your beer, read the "Tragic Story of California's Vanishing Sardine Fishery," starting on page 10. If you don't want to cry in your beer, read it anyway; that expert on the subject, Richard S. Croker, tells some things you should know.

*

There are signs in the air that the construction of tuna boats is about to be resumed. Fires and sinkings have taken their toll, the last few years, and plans for some new boats are now on the drawing boards. So the time is here to consider "Financing Fishing Vessels"—by R. S. Murphy of C. I. T. Corp, on page 12.

*

"Report from Washington," starting on page 7, gives out with the latest happenings at the Nation's Capitol; and on page 9 our Publisher's Page also covers some timely topics.

*

The front cover illustration shows that widely traveled research ship, the John R. Manning, and on page 20 you can learn about some of its latest findings in the story on "Pacific Oceanic Fisheries Institute Activities."


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## Cruise Report

Cruise 3 of the "Yellowfin" for 1954, has been reported by the State of California Department of Fish and Game.

Sailing from Los Angeles Harbor, this cruise covered the Channel Islands—Santa Cruz, Santa Rosa, San Miguel, Santa Catalina, Santa Barbara, San Nicholas, and Cortez Bank. Main purpose was to inspect and study the areas utilized by the commercial abalone divers.

Approximately 80 dives were made with over 40 hours' total time spent underwater. There appeared to be much more sea life around the islands than during last year's abalone cruise. There was a greater abundance of fish noted, especially the sheep-head, kelp bass, perch and rockfish.

The best territory for abalone was found at San Miguel Island at Tyler Cove. Here abalone were found in fairly large quantities in commercial sizes. The quality of the meat appeared good, and the area was not too difficult to work.

Dives made at Cortez Bank probably were the first time any underwater exploration has been made of the area. Only a dozen or so abalone were found—all of the same species, the pink abalone. The bottom was fairly level; in most places it was covered with small (basketball size) rocks and ridged by shallow ravines in which an occasional lobster could be observed. The area abounded in fish—sheep-head, perch (several species), senorita, croakers (spotfin), cabezon, rockfish, and kelp bass.

## Consumer Habits

The FWS Fishery Leaflet 409 covers *Fish and Shellfish Preferences of Household Consumers*. This publication, which is the third in a series describing the results of a nationwide survey of 2,473 households, provides information on replies at various levels of family income.

Among the interesting figures: The percentage of users of frozen and cured fish is considerably lower in the lower income groups than in the upper income groups. On the other hand, fresh and canned fish are used with almost the same intensity throughout all income ranges. The publication indicates resistance on the part of low income families to consumer-pack frozen fish. The latter is purchased with greater intensity by higher income families, whereas the low income families purchased unwrapped or cellophane-wrapped frozen fish to a greater degree. It was also noted that low income families tend to fry frozen fish when cooking, whereas higher income families show a greater tendency to use baking or broiling methods.

## San Pedro First!

One hundred and sixty-four thousand tons of edible fish, valued at $32,800,000, were landed at the port of San Pedro last year to maintain for the California city the title of the greatest fishing port in the United States.

The annual report of the U. S. Fish and Wildlife Service revealed that San Pedro landings nearly doubled those at the Nation's No. 2 port, Gloucester, Massachusetts.

Fourth on the list of the most important commercial fisheries centers in 1953 was San Diego. Fishermen there landed 64,000 tons of fish, chiefly tuna, valued at $20,250,000 unprocessed. San Diego was No. 2 on the list, however, in value of the fisheries.

Throughout the nation, commercial fishermen landed some 2,200,000 tons of edible fish last year. It was an increase of 50,000 tons over the 1952 catch.

# Report from Washington

## *Gleaned from the Nation's Capital by John Harms*

WAR TALK.--Don't expect an all-out World War soon but also don't be misled into thinking that there is no chance of another "small" war involving the United States. War talk again is heard in Washington. This time in Indo-China and some other remote places.

Insiders, as we went to press, figured the chances for us to get into actual fighting at slightly less than 50-50. Administration is talking tough, wants to keep Reds from winning the seven-year war in Southeast Asia--or from winning any "peace" that might come of it. Big question is: Will the Reds back away because of our big stick, or will we be pulled into the fight to make good on our policies?

Those are the blunt facts. Nothing yet to get overly pessimistic about, but it is something to watch. If the U.S. is involved in another "Korea" it will mean return of wartime controls on your business. For tip-off on how successful our government is in staving off outright intervention in Indo-China, watch the Geneva conference which started last month and is expected to go on for 2 or 3 more months. Insiders here say if we or the Reds walk out, it'll mean we may be that much closer to sending more than equipment to Southeast Asia.

--o--

CONTROLS READIED.--The government already has worked up plans for controls --just in case we do get involved. Congress will be asked for stand-by powers to invoke controls on businesses. Request is likely to be made in early summer.

Controls, such as rationing of stategic materials, fuel and such won't be imposed suddenly. Talk is that in another war controls would be clamped on over a lengthy period of time. Korean war has prepared us for any small scale operation in the near future. If war spreads to Red China --if it goes beyond Indo-China--controls would be put on faster.

--o--

ATOMIC TUNA.--Talk of radio-active tuna coming into the United States is only rumor. Food and Drug Administration officials say none has hit our shores from the recent H-bomb test blasts in the Pacific. They are checking the imports with Geiger counters.

Question that no one has answered yet--and one that may take several months to answer--is how has the radio-active tuna rumor affected consumer buying? Officials here feel that some folks have been discouraged or at least made cautious because of this talk. But general consensus is that scare stories will blow over with little or no over-all adverse effect on tuna sales.

Note: Japanese officials have set up a check system which they claim prevents any tuna from being exported since the H-bomb blast without a thorough test for radioactivity.

SALTONSTALL-KENNEDY BILL.--Watch for powerful opposition to the Saltonstall-Kennedy bill to provide up to $4 billion from tariff receipts to aid the fishing industry. This is indicated in written testimony to the Senate Interstate and Foreign Commerce Committee.

State Department is unalterably opposed to it on grounds that such aid to the fishing industry would appear a subsidy to foreign countries, who then might retaliate. State Department traditionally is a formidable foe on such matters.

The Department of Agriculture, while offering a "temperate" opposition to the bill, can be expected to buck the proposal to cut the fishing industry in for a greater share of the tariff pie when the chips are down. At present the Agriculture Department has full control of 30 percent of the tariff receipts for removal from the market of surplus farm commodities. Main line of opposition from this Department is that such tariff receipts are supposed to be used for removal of market gluts.

The Interior Department, which would handle the funds through the Fish and Wildlife Service, endorsed the measure.

The Saltonstall-Kennedy bill was expected to be reported out of the Senate committee as we went to press. The House Merchant Marine and Fisheries committee was expected also to report out shortly its version of the bill, sponsored by Massachusetts Rep. William Bates, and others. Neither House, however, was likely to act on the measures until June at the earliest.

--o--

INDUSTRY PLUGGED BILL.--Dr. W. M. Chapman, representing the American Tunaboat Association, appeared before the committee to urge adoption of the Saltonstall-Kennedy bill. Others who spoke in favor of the proposed legislation included:

F. M. Bundy, president of the National Fisheries Institute; James E. Barr, Texas Shrimp Association; William J. Hendry, vice-chairman of the Gulf States Marine Fisheries Commission.

In a lengthy statement, co-sponsor Saltonstall emphasized that the funds under the bill be allotted over and above normal annual funds to the Fish and Wildlife Service. He and several others also urged that a fishing advisory committee be set up to advise the Interior Department on projects to be undertaken under the bill. (See our March issue for details of the bill.)

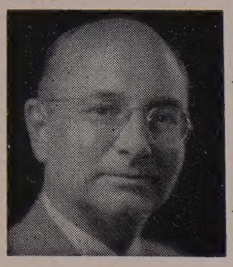
--o--

FISH RESEARCH.--Fast foot-work by fishing industry representatives, including those of the National Fisheries Institute, is credited here with saving some vital cash for research by the Fish and Wildlife Service.

The House Appropriations committee had recommended a cut of a half million dollars in fish research funds when the Interior Department's appropriations bill came to a vote on the House floor. Meanwhile, NFI President Bundy and other fishing representatives, were appearing before another committee which was conducting hearings on companion measures to the Saltonstall-Kennedy bill. This unit, the House Fisheries subcommittee, was provided with facts and urged to go out and get the funds restored.

Rep. Bates sponsored an amendment to restore the cut. This amend-

*(Continued on page 21)*



# The Publisher's Page

**"Just the Facts, Ma'am."**—Dragnet's famous line could well be applied to the current status of business. The crystal gazers have had a busy spring and have come up with some pretty strange statements . . . some true, some false, and some still unknown.

Actually, you can hear almost anything you want to hear about the general economic situation. Some say it's good and some say it's bad. This does not necessarily mean that some people are telling the truth and the others are liars.

The facts are that business is still good in certain lines and not so good in others. In addition, some people are pessimists and some are optimists. On top of that, some people are New Dealers (they want back in) and some are Republicans (they still like Ike) . . . so both viewpoints are colored accordingly.

The most interesting fact is that the people who are on their toes and doing the best job have the least to complain about. That is true generally, and it certainly is 100% true in the commercial fishing industry.

**Into the Wild Blue Yonder**—We just got back from a flying trip that took us from Los Angeles to New York, with stopovers at Chicago, Detroit, Indianapolis, Buffalo and Toronto. Now back with our feet on our desk, we are often asked "How do things look; what did you find out?"

Every place we found some grumbling, and in most lines business was down five to ten per cent and profits off a little more. But every place we also found leading businesses expanding, many new factories and homes under way, and nobody actually hurt much by the decline so far.

Worst place we struck was Detroit, because it is so dependent upon the automotive industry and everybody knows car sales have been mighty hard hit. But even here the trend is now upward and if this is all the recession or readjustment we are going to get then America can count itself fortunate indeed.

On the whole, things are not seriously down the country over. Enough to hurt a little but not enough to spell disaster. The best informed people we talked with believe that the worst is over, that there may be some more levelling off in certain lines, but no general downswing and no real need to be fearful of the future.

Some of the more optimistic folks think our increased population and our lowered taxes, plus many new developments and improvements, form a foundation for a continued high level of business for years ahead. We hope they are right—and a few more months should tell the tale.

**Who's Got the Ding Dong?**—We don't know whether it's McCarthy or Stevens, Cohn or Schine . . . and we don't care much. At first we were mildly interested, but the whole thing became so blown up and distorted it lost all meaning.

We don't know whether Congress will go along with Ike and Ezra on their program to lower the price props on certain farm products . . . but we do respect both men for sticking with their plans in spite of the lobbies for high parity and in spite of some loss of votes for their party. Americans have lived in a "gimme" atmosphere long enough . . . and Benson is gradually winning his way.

Another thing we don't know is when the fishermen and boat owners are going to start making good money again on their catches of tuna and tunalike fishes. But we do know that, after several bad years such as recently experienced, the pendulum always swings back the other way on basic commodities, sooner or later. And tuna is rapidly becoming a basic food—thanks to the good sales and advertising efforts of the leaders in our industry.

When people say, "Go to Uncle Sam—he has lots of money," remember your Uncle has nothing but what he takes away from you and me. The government is not rich and never was rich. Today all it has is an enormous debt and the right to search our pockets for all it can find. Many years ago Chief Justice Marshall said it all: "The power to tax is the power to destroy."

Those who still want the government to guarantee prices and profits to all businesses should look what happened to butter . . . another industry flat on its back, priced out of the market. That's the way things work out when there's too much ding dong, not enough done done.

**Not So Radioactive, After All.**—Talk has pretty well died down regarding the H-bomb tests in the South Pacific and the possible effect on tuna fisheries. Most of the alarm probably belongs in the same class with flying saucers, so long as the safeguards announced by our government are observed.

Japan made a formal request that the U. S. halt further atom and hydrogen bomb tests in that area of the Pacific during their fishing season, mostly from November through March. No official action has been taken, as scientists now say no radioactive fish have been found around the Bikini proving grounds anyway.

If any tuna really became radioactive they probably were fish lying on the decks of Japanese fishing vessels where some radioactive ash may have fallen. Fish in the water are not thought to be so easily contaminated.

**No Reason for This Page.**—Maybe we just like to blow off steam. Or maybe we're like the old darky who often talked to himself.

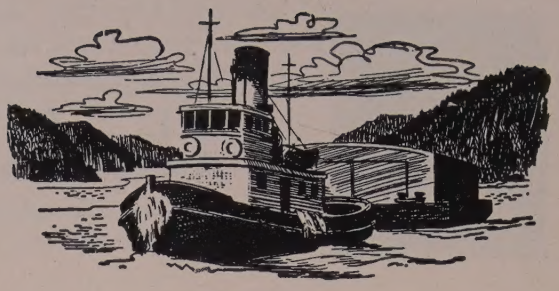
One day a neighbor called to him, "Hey there, Uncle Henry, why are you talking to yourself?"

The colored man scratched his head. "Fust," he replied, "fust, I like to hear a smart man talk, and next I like to talk to a smart man."

BRIANT SANDO

Several readers have pointed out our recent articles on sardine shortages have been too mild. They say the situation is getting worse and worse and needs immediate drastic action.

So we are presenting this complete coverage of the subject from "Outdoor California," issued by the California Department of Fish and Game. Mr. Croker is Chief of the Marine Fisheries Branch and has a lifetime record in ocean fish work in the United States, in South America, and in the Orient.



## *Tragic Story of California's*

# Vanishing Sardine Fishery

By RICHARD S. CROKER

GONE, perhaps forever, from the Bay of Monterey are the midnight lights of the fishing fleet. No longer do the proud white seiners pass under the Golden Gate Bridge, decks awash and holds crammed with sardines. Instead of estimating the thousands of tons in each daily catch, waterfront San Pedro counts the days between catches.

Missing from the Nation's store shelves are the millions of cans of sardines. Oil for paint and vitamin-rich protein meal for cattle and poultry are gone.

Whether one thinks of the romantic sound of mighty diesels carried on the sea breezes or more prosaically of the hard silver dollars—millions of them every year—that the little silvery fish produced, one must face the sad fact that a great and picturesque fishery has died before our eyes. Thousands have lost their livelihood with the vanishing sardine which is now too scarce even to provide bait for anglers.

What has caused this catastrophe? Could it have been prevented? Will the sardines return, and can we help them?

The answers to these questions are complex but we have them.

The causes of scarcity can be summarized as too much fishing and not enough reproduction.

### How the Industry Grew

The sardine industry sprang up during the first world war and reached a level during the succeeding decade or so which produced reasonable quantities of food and provided a reasonable living for fishermen and plant operators. Then with the development of reduction plants for meal and oil, catches skyrocketed. New and bigger plants were built, many new large boats joined the fleet. Everyone made money hand over fist as the ever-growing harvest of silver sardines flowed into the plants to be transformed into dollars.

As the industry expanded into the Northwest, annual landings reached three-fourths of a million tons, or a billion and a half pounds. To the industry, the fish seemed inexhaustible, and new plants and boats were built despite the solemn warnings of our scientists that the house of cards would soon come tumbling down.

No fish could withstand this sort of exploitation for long. A fleet of 300 vessels, each able to take from 100 to 200 tons a day, was capable of decimating any kind of fish.

Gradually, the signs of depletion were evident. The older and larger fish were caught off and the fishermen had to take the younger ones. Each boat caught less fish for its night of fishing, but greater numbers of boats sustained the total catch for awhile. And rising prices maintained fishermen's incomes. Scarcity was masked.

At the same time that the nets were taking their toll, nature conspired to hasten the end by failing to provide good oceanic conditions for spawning and the survival of young fish. Sardine spawning success has always fluctuated widely and in some years few young fish were produced. However, there were always enough older fish to fill the boats, and occasional poor spawning went unnoticed by the industry. Then in the last several seasons come a series of years when few baby sardines survived. The non-production of young fish, coupled with the killing off of the oldest fish, resulted in a severe curtailment of abundance.

### Good Hatch Questionable

Now scarcity has proceeded so far that even if oceanic conditions should become favorable, we fear that insufficient spawning sardines remain to take advantage of them to produce a good hatch.

The disappearance of the sardine was not a sudden thing—it has been progressive. The danger signs were

there years ago but all warnings went unheeded. It is no pleasure to say, "We told you so." The sad part of this story of a failing industry is that it could have been prevented.

When the first signs of failure appeared, over 15 years ago, we warned the industry. Total catches were still rising and fortunes were still being made. So, who cared that the average size of the fish was diminishing, that each fisherman's catch per night's fishing was declining? The scoffers had their day and built new reduction plants and canneries.

The fishery off Canada failed first. Only the largest sized fish migrate north and when the big fish were caught, they couldn't migrate. Then Oregon and Washington lost their industry. But the fishermen thought it was a temporary shortage due to a change in the currents.

**San Francisco Collapse**

Next came the collapse of the fabulously rich San Francisco fishery. After a few flurries, Monterey faded into history. Fair spawnings in 1947 and 1948 postponed the end and prolonged the death throes.

By 1950 the Central California fishermen and plant operators in their desperation called for help. At last they realized that this was no temporary shortage. The department's recommendations for a management program finally fell on ears not entirely deaf.

But still the sardines appeared to thrive in Southern California waters. Being closest to the offshore spawning areas and where the adolescent fish have always occurred, the southern grounds continued to produce. When the 1947 and 1948 fish reached catchable size—or somewhat less—they were pounced upon by the entire West Coast fleet which had concentrated in southern waters. Few fish survived to migrate south. Few fish survived to spawn. Few fish survived.

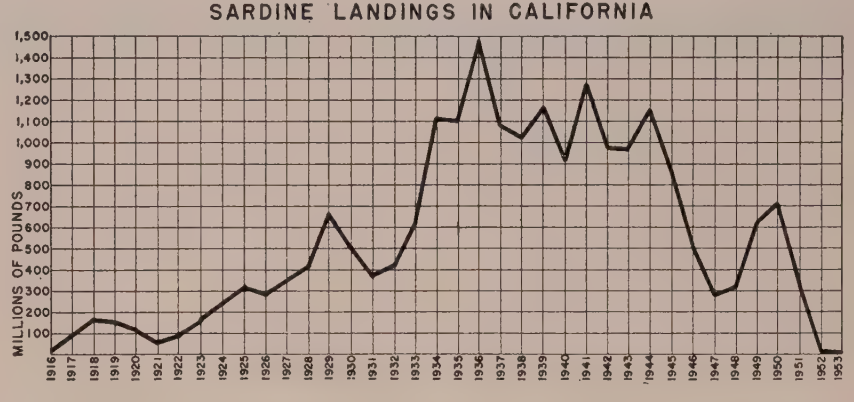
The optimistic fishermen heralded the upsurge as the start of a returning abundance. Now, they thought, the fish have come back like we always said. This has been just the low point on a natural cycle and here we go again on that silver rocket to the moon.

But it was not to be. After two fair years, the next season was a failure. And since then gloom has really settled on the waterfronts. In the last two years there have not been enough sardines to supply all the bait needs of the sportsmen, let alone to fill the emtpy cans in the warehouses.

Our research people, by measuring the fish and measuring the catches, checking the migrations and surveying the spawning beds, and by performing intricate calculations, had determined that the supply of fish could support a fishery only half as great as the landings of the booming 30's and early 40's. Through the department they stated and reiterated that unrestricted fishing would result only in self-destruction of a great industry. They pointed out that restrictions on nets, closed areas, processing limitations and closed seasons, even had they been more severe, would still be nothing but panaceas giving lip service to conservation.

**Curtailment Needed**

Nothing short of a direct curtailment of fishing—which would result in less production—could preserve the fishery. The calculations indicated that although the supply could not withstand a 700,000-ton catch indefinitely, it could maintain half that amount year after year. The recommendations aroused laughter but no interest.




As catches plummeted, the researchers calculated that the reduced sardine population could no longer maintain a 300,000-ton production. They recommended a seasonal bag limit of what then sounded like a ridiculously low figure. Who could guess that a year's total catch would soon be a mere 5,000 tons, including bait?

While fishing continued recklessly, each successive calculation showed a lower safe annual limit that should be set.

It can be stated without fear of contradiction that had landings been limited to 300,000 tons a year in the early 1940's there would be no sardine crisis now. Had a limit of 200,000 tons a year been established as late as 1947, there would not be 75 idle processing plants rusting away, nor over 100 purse seine boats for sale at any price. But no one could believe that the ugly word "over-fishing" was the cause and no one wanted any regulation or restriction of their "right" to fish.

Committees were appointed and they deliberated. Some saw merit in our proposals for a managed fishery. Some didn't. All quarreled over details while agreeing that conservation was a good idea.

**Research Program**

Realizing that something was causing the sardines to make themselves unavailable, even if it wasn't fishing, level-headed leaders in the industry asked for additional research which they hoped would throw light on the disappearance. They asked the Legislature for special added taxes on themselves to finance research, and as a result the Marine Research Committee was formed. They requested larger appropriations for the University of California for research. Seagoing surveys are expensive. The agencies, financed in part by this new tax, and using also their own funds, have banded together under the Marine Research Committee. They are the Department of Fish and Game, the University of California, Stanford University, U. S. Fish and Wildlife Service, and the California Academy of Sciences. Their program is called the California Cooperative Oceanic Fisheries Investigation.

Important results have been produced by this greatest of all fishery research programs, but it will be years before the final story is told. In the meantime, the fish have gone from all our coast and only in Mexico can they be found in anything approaching their former numbers.

*(Continued on page 19)*

# Financing Fishing Vessels

By R. S. MURPHY

*Vice President, C. I. T. Corporation*

CONSTANT advances are being made in our knowledge of the sea and its fish, with remarkable progress in fishing equipment . . . engines, radios, navigational aids and underwater fish-finding instruments. Many fishermen are working farther from port than before and fishing equipment and operations are becoming increasingly costly.

In order to meet the climbing costs of boats and equipment, the fishing industry often needs outside capital —and this is where the role of the industrial financing institution comes into play.

In the financing of vessels and equipment, my company and other institutions of like character follow similar practices. We have two major methods of financing the fishing industry. The first is to work with the engine dealers or yards; the other is to handle the financing directly with the fishermen.

The largest volume of our fishing vessel financing is done through dealers or yards.

In these cases, the dealers and yards decide whether the credit of the fisherman is acceptable. They know him personally, they know his skill as a fisherman, the port from which he operates, the grounds he probably will work and how he will dispose of his catch. They also decide what the down payment will be and what terms of repayment will be set.

Usually the terms call for a down payment of at least 25% of the purchase price with the balance to be paid in three years in equal monthly instalments. Naturally, this isn't a hard and fast rule and contracts on some of the larger boats have been written with terms of four and five years.

However, the dealers and yards ordinarily are not so capitalized as to carry large quantities of notes with their own funds. So the industrial financing company discounts the completed transactions for them, in order to replenish the dealers' or yards' supply of cash. Thereafter, the financing firm collects the notes directly from the fisherman. We reserve the right to check the credit of the fisherman and to accept or not accept the individual risk. But we cannot hope to know each fisherman as well as he is known by the engine dealer or yard, and since the transactions are purchased with recourse, we generally rely on the sellers' credit decision and buy the transactions when they are submitted.

It is through this arrangement with sellers that we have handled the financing of a large number of fishing vessels.

However, we are prepared to finance fishing vessels directly for the fisherman in given sets of circumstances. Naturally we cannot handle financing that requires progress payments during construction of a vessel. The industrial finance agency needs a complete documented vessel as security at the time its funds are

disbursed. And we cannot finance a captain who can supply a down payment but has no other boats or property, no previous history as an owner, and no partners or endorsers.

But except for such cases, the established captain has boat and equipment financing available.

For example, we have handled the financing of complete fishing vessels for owners or captains who already have one or more vessels and are enlarging their fleets by the addition of another boat. Credit judgment in such cases is based on statements showing a profitable operation of the owners' existing equipment and an investigation of his character and fishing experience.

Also we work with an owner or captain who is buying a vessel jointly with other partners or investors. In this case, credit approval follows a satisfactory investigation of the partners' financial statements plus an appraisal of the captain's experience and ability. For instance, we recently financed a trawler for a captain who had two well-known physicians for partners. For the doctors, of course, it was simply an investment with a fisherman whose skill and honesty they respected. And, by the way, it has been a successful partnership.

In some cases we have worked with an owner or captain who has a contract with a processing plant to take his catch. In such instances the processing plant which is itself acceptable credit-wise endorses the notes for the captain.

Terms in these individual cases are fairly flexible and often are tailored to suit the special needs. But the general rule—as in our contracts with dealers—is a down payment of at least 25% of the purchase price. The balance is usually paid in not more than 36 monthly instalments, although some transactions have been written with longer terms.

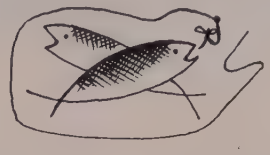
In addition to transactions for complete boats, modernization and replacement of equipment and machinery also plays a major part in the fisherman's life. Here another form of financing is available. Terms are arranged for financing new engines or for replacing or adding various types of mechanical and electronic gear so necessary to modern fishing. Engines and other equipment are frequently financed through the machinery dealer in the fashion previously discussed. The financing can also be arranged directly with the fisherman.

This is done by the fisherman giving the financing firm a mortgage on the vessel he owns. Usually the vessel, with the new equipment added, has sufficient value to make a down payment on the equipment unnecessary, although it is preferable to have one. If the value is in doubt, the financial institution arranges for an independent appraisal to determine the dollar value of financing suitable for the vessel.

Now let's come ashore and mention briefly that financing for the fishery industry is not limited to boats and their equipment. Bringing a catch into port is only the first step toward putting fish and fish products in the hands of consumers. Among the things that have enlarged the horizons of the industry and broadened the opportunities for the fishermen are improved methods of handling, processing, preserving, packing and transporting the catch.

All of these operations require machinery and equipment—cooking and freezing equipment, canning and can-closing machinery, refrigeration equipment and many others. Much of this machinery must be financed. Our company has financed every type of equipment used from the time a fish is hauled from the sea to the time that it is packaged or canned, transported and finally sold at retail to the consumer.

Financial institutions recognize that opportunities lie in growing industries. Since we have confidence in the future of the fishing industry, our objective is to aid in its growth through helping to finance the boats and equipment that are needed. *



## Frequency 5476.5 kc and 2738 kc

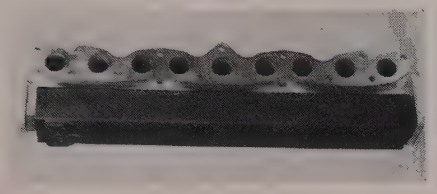
The Federal Communications Commission has adopted a Rule which requires that on or after June 1, 1954, the frequency 2738 kc may not be used by or assigned to a ship telephone station unless the license of such station has submitted to the Commission's office at Washington, D.C., an appropriate certificate from a qualified person attesting to the suppression of second harmonic radiation in accordance with the following attenuation table:

| Maximum authorized transmitter-power as specifically defined in Section 8.7(ii) | Attenuation (decibels) |
|---|---|
| 3 watts or less | 40 |
| over 3 watts up to and including 150 watts | 60 |
| over 150 watts up to and including 600 watts | 70 |
| over 600 watts | 80 |

This action by the Commission was made necessary because of the widespread harmful interference now being received by the aeronautical mobile service on the frequency 5476.5. kc.

The Commission emphasized that this Rule is an addition to and not a substitute for its existing enforcement program, which will continue unchanged. Rule 8.108, which prohibits the radiation of emissions outside the authorized frequency band that cause harmful interference or are capable of causing harmful interference to the service of any other station, will continue to be vigorously enforced and proceedings looked towards the deletion of 2738 kc will be instituted whenever harmonic emissions on 5476.5 kc are observed regardless of whether a certificate, as required by the new Rule, has been submitted to the Commission by the ship telephone station licensed in question.

# PROGRESS & PRODUCTION



## New Marine Manifold

One of the most revolutionary items to break in the marine field in some time is the new jacket-cooled dry manifold for gasoline engines recently developed by Gesco, Inc., of Los Angeles.

Significant features of the new manifold pointed out by the company's design and development engineer, Bill H. Denny, are its simplicity in design and the elimination of corrosive action as a result of salting-up, thus minimizing the hazard of breakdown at and the resultant loss of fishing time.

Other claims for the product attributed to it by Carl Nash, San Diego engine dealer and repairman and originator of the basic idea, are fuel-saving characteristics and ease of installation and removal from the engine. Another feature, Nash said, is that the new unit is 30% lighter than regular manifolds.

Complete dynamometer tests of the new manifold have been conducted. A test run aboard a fishing vessel in San Diego equipped with a Chrysler Crown engine indicated that the new manifold satisfactorily demonstrated the claims made for it, according to observers.

## Radar Training School

An expansion of the Raytheon radar training school for instructing ship's officers in the operation of marine radar and other electronic aids to navigation has been announced by Raytheon Manufacturing Company.

The Waltham, Mass. electronics firm will offer a three-day course without cost to merchant mariners. The curriculum will include operating instructions for the "Mariners Pathfinder" radar, the use of the Raytheon reflection plotter, and operation of Submarine Signal "Fathometer" echo depth sounders. Instructions in making minor repairs and adjustments also will be given.

## York Business Good

The prophets of gloom were jolted at a recent meeting when John R. Hertzler, vice-president and general sales manager of York Corporation, air conditioning and refrigeration firm, declared that "Business is good and ours is a good business."

This meeting was one of a series of 18 regional distributor-dealer sales meetings held throughout the country. In support of his optimistic view, Hertzler pointed out that "our business is up 34% for the first quarter, a period usually characterized as slow, and employment at York increased 45% over last year."

## New Marine Radiotelephone

An entirely new, compact Radiotelephone designed exclusively for marine use has just been announced by the Kaar Engineering Corp. of Palo Alto, California. Called the "Kaar 37," the equiment incorporates the most recent FCC requirements for marine radiotelephones.

According to the manufacturer, this is one of the most compact units ever developed and incorporates a number of exclusive features.

Kaar sells its equipment through a network of nearly 200 marine dealers throughout the United States and Canada. For more information write the Kaar Engineering Corp., Middlefield Road, Palo Alto, California.

## Testing Diesel Fuel Injection

An effective method of checking fuel injection systems on Diesel engines is with Dillon bi-metallic, dial-type Thermometers. This test is currently used as part of the standard factory and field service procedure on Sheppard Diesels.

The Thermometers are screwed into the exhaust manifold for the test. If all Thermometers register equally, and if this temperature corresponds to factory standards, the fuel pump is known to have been correctly calibrated. Otherwise, it is readjusted to produce the proper amount of fuel.

A substantial improvement in fuel economy and operating performance usually is noted.

## "Powerhouse" Generator

A new model Lynnco Powerhouse —a hand-portable, engine-driven, electric generator plant—is said to offer more power in less space at lower cost with greater versatility than any conventional unit in its power range.

Unit will provide both electrical and mechanical power (for belt-driven equipment) simultaneously without removing either the generator or engine from the steel base.

Low cost of new Model "B" Powerhouse is achieved through simplified design and the use of standard mass-produced assemblies in construction. It is suitable for a wide range of usage; it will operate electric power tools, flood lights, radio and communications equipment, refrigerators, freezers, electric appliances, air compressors, water pumps, etc. Made by Lynn Engineering & Supply Co., Russ Building, San Francisco 4, California.

## Marine Distributor

The Paul W. Hiller Company, 315 N. Avalon Blvd., Wilmington, Calif., has been appointed marine battery distributor in Southern California for Exide Industrial Division of The Electric Storage Battery Company of Philadelphia. The appointment rounds out the Hiller company's line of marine electrical and electronic equipment, which also includes radio telephones, direction finders, depth recorders, automatic pilots and other devices considered essential for safe and successful operation of seagoing craft.

In 1927 the Hiller Company entered the marine field as distributor of marine fire extinguishing systems and through the years has expanded its operations to include many allied lines.

Recognizing the future potential of marine electrical and electronic equipment, the company created in 1953 a department specializing in those products, headed by R. P. Geddes, experienced in application of echo sounding devices to commercial fishing boats and river craft; he was with Bendix Aviation Corporation as marine sales manager for five years prior to his association with Hiller.

# TIDES OF THE INDUSTRY

## Honors to Tide Water Associated

The National Guard Bureau of The Department of the Army and The Air Force, Washington, D.C., has presented a top award to Tide Water Associated Oil Company for the Company's personnel policies permitting and encouraging its employees to participate in Army and Air Reserve activities, it was announced recently. The Service Plaque was given for "patriotic service and meritorious support of The National Guard" over the last four years.

## Two Shrimp Trawlers

The new vessel, "Pot of Gold," recently completed her maiden fishing voyage to Campeche, Mexico, with 17,000 pounds of shrimp. This is one of two new shrimp trawlers; the other one is the "Prowler."

Because shrimp are believed to be pressure conscious to three quarters of a fathom, the two vessels have been equipped with Submarine Signal "Fathometer" echo depth sounders. With these highly sensitive "fish finders" on board, the vessels can seek out the contours where shrimp are found, set their trawls at the proper depths, and avoid underwater ledges that might tear or damage their nets.

## Watch Radio Conversations!

The indiscriminate and unwise use of the radio and radio telephone by U. S. fishing vessels in Latin America has probably caused as much harm to our relations with those countries as any other single item, according to a recent News Letter put out by John Real of San Pedro. He adds:

"Radio conversations are constantly monitored and, in some instances, recorded. Don't say anything over the radio or radio telephone that you would not want to see on the front page of a Latin American newspaper. In Latin America we are the foreigners!"

## Alaska Fishing Reduced

Alaska salmon operators and fishermen have joined with the Department of the Interior in unprecedented conservation measures for 1954, designed to aid in restoring the pink salmon runs in Territorial waters.

The measures include the closing of more than half the fish traps in southeast Alaska and a virtual halt for a two year period in pink salmon fishing in Prince William Sound.

Bristol Bay operators, fishing for red salmon, have voluntarily curtailed the amount of gear to be used in 1954.

A quota of 50,000 barrels, about half the annual take in recent years, is placed on the herring catch in southeastern Alaska. Use of mechanical drum-seines is barred in the southeastern Territorial waters.

Secretary of the Interior McKay lauded the Alaska fishermen and the operators for their voluntary participation in the 1954 salmon conservation program, despite the individual sacrifices that will be borne by many.

## Sperry Shipments

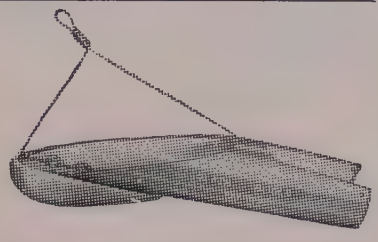
Appointment of two executives to key positions in the new Marine Division of the Sperry Gyroscope Company has been announced by John L. Hammond, manager of the recenttly organized facility to be located at Roosevelt Field, L. I.

Frederick D. Braddon, Sperry director of marine engineering, has become chief engineer of the division and William R. Griswold, Sperry representative to U. S. Navy, has become marine division sales manager.

## Gill Net Tension Tester

A new portable Gill Net Tension Tester, Model No. 948, is designed to measure the openings in fish nets at constant tensions. Due to the elasticity of fish net thread, it is necessary to measure the opening, sometimes as large as 6 ins., under a specified tension which may vary from ¼ lb. to 1¼ lbs.

This Tension Tester is said to eliminate the possibility of operator error. Write John Chatillon & Sons, 85 Cliff St., New York 38, N.Y.



## New Depth Glider

Illustrated above is a new device made for deep trolling. This glider takes advantage of the force of water flowing through it to hold it down where sinkers rise when subject to the same force. It is made of the finest materials . . . tenite, 280 pound stainless steel, seven strand wire, stainless steel adjusting machine screws.

This Glider may be set for any desired depth. All types of jigs, lures and bait may be used. It eliminates heavy leads, prevents line from twisting, reduces trolling drag, finds deeper fish and allows trolling with lighter tackle. Write Depth Glider, 1346 South Broadway, Santa Ana, California.

## Salmon Planting

An unscheduled planting of 100,000 king salmon fingerlings was made in the Sacramento River just above the Capital City recently by the California Department of Fish and Game.

The emergency release was made when the air circulation system faltered on one of the State's special fish-planting trucks. The fish were part of a load of 500,000 fingerlings being trucked down from the U. S. Fish and Wildlife Service hatchery in Shasta County for planting in the Mokelumne River. Three previous trips had been made without incident.

It might have been possible to "baby" the ailing truck on to its destination with only a slight loss of fish, according to Department fisheries men. But the safest course was to let the fish go into the Sacramento while they were all still in top shape.

The fingerlings will supplement the millions of salmon planted in the Sacramento River each year from Coleman hatchery.

A total of 2,000,000 fingerlings are scheduled for planting in the Mokelumne this year.

# The GLOBE

An International News File Compiled from FOREIGN REPORTS

**Belgium.**—Current Yugoslav-Belgian Trade Agreement provides for an exchange of several million dollars worth of merchandise in both directions during the next 12 months. Included is canned fish at 20 million Belgium francs (1 franc equals 2 cents) to be delivered from Yugoslavia to Belgium during the next 12 months. In the past Belgium has imported substantial quantities of U. S.-produced canned fish. The effect of this agreement probably will be to reduce the chances of U. S. packers regaining a share of that market.

**Colombia.**—The Colombian fish canning industry reported improved sales by the end of 1953 although it suffered from the earlier regulation which removed canned fish from the prohibited list of Colombian imports but subject, of course, to a heavy duty. The principal cause for the improvement was substantial reduction in duties on imports of rectangular tin cans used for packing fish. The former duties on the cans alone accounted for 10% of the final cost of the product.

**Ecuador.**—The question of re-opening the territorial waters of Ecuador is still under consideration. Prospects look good. Ecuador has acquired two PBY 5 sea planes and has ordered six new motor vessels for patrol work on the Ecuador Coast and Galapagos.

**Hawaii.**—The commercial fish landings for the Territory of Hawaii during 1953 totaled 18,798,536 pounds, valued at $3,758,217 to the fishermen—an increase of 35.7% in volume and 10.2% in value as compared to 1952. This increase is principally due to the large aku (skipjack tuna) catch which started in early spring and continued through the late summer months. The aku catch in 1953 amounted to 12,059,406 pounds, valued at $1,593,744—65.4% more in weight and 49.9% more in value than the catch of the previous year.

**Japan.**—Japanese exports of frozen tuna during 1953 exceeded 40,000 short tons, valued at over US$13 million, a U. S. Embassy dispatch from Tokyo reports. The United States took 38,900 short tons, valued at US$12.7 million. Of this, 31,600 short tons were albacore, valued at US$10.8 million. Canada imported 1,300 short tons of Japanese frozen tuna (mostly albacore) in 1953, valued at US$432,000.

**South Africa.**—The production of dried fish for export and the sale of quick-frozen fish in household and hotel packages are two relatively recent developments in the South African fisheries. Construction of two fish dehydration plants at Cape Town was begun in 1953, one to cost about $252,000 and the other $168,000.

**Korea.**—Three modern fish-canning machines, expected to double the Korean fish-canning capacity, have been landed in Korea by the UN Korean Reconstruction Agency. The high-speed vacuum canners, complete with line assemblies, were purchased in the United States for about $13,000 each. Each of the processing units can handle up to 200 cans per minute, compared with the 50-can rate of the best units previously used in Korea.

**Mexico.**—The Tuna Council of the Americas has asked to have the license time extended on smaller boats, but no action can be taken until the Mexican Congress convenes in September 1954. The Mexican Fish & Game also has advised the Fishermen's Co-op of San Pedro that it would be permissible to use a mesh size down to $3\frac{1}{2}$" for the purpose of catching tuna in Mexican waters.

**Mexico.**—Shrimp production in the Guaymas area which fell off in the last quarter of 1953 failed to improve noticeably during the first three months of 1954, reports U. S. Consular dispatch from Nogales. However, the over-all economic situation of the fishing industry in the Guaymas area reflected some increase in production.

**Norway.**—Norway exported 26,631 metric tons of canned fishery products in 1953, valued at 119.5 million kroner (US$16.7 million), according to a recent bulletin from the Norwegian Information Service.

**Peru.**—The U. S. has protested Peru's claim of 200 miles jurisdiction on territorial waters, stating that it will not recognize a claim of more than three miles. During the latter part of 1953 tuna vessels operated off the coast of Peru outside of the three mile limit but well within the 200 mile claim. No attempt was made by Peru to stop activities in that area, but the claim of 200 miles still stands.

**Portugal.**—Total exports of canned fish in oil or sauce from Portugal last month amounted to 277,810 cases (9,462,182 pounds). Principal receivers of Portuguese canned fishery products are the United Kingdom, Germany, and the United States, ranked in that order.

**Japan.**—The total production of canned sardines in Japan during 1953 amounted to about $1\frac{1}{2}$ million actual cases. Of this, 1.2 million cases were exported, and the remainder consumed in the domestic market. Japanese sardine canners are now familiar with the United States ban of mixing round herring or other species with true sardines, and hope that they may be able to increase exports to the United States above the 100,000 cases shipped in 1953.

Quarterly Report on Fishery Products

# MARKET OUTLOOK

Fairly steady markets for edible fishery products will prevail during the second quarter of 1954, according to the April-June issue of "Quarterly Outlook for Marketing Fishery Products," issued by the FWS Branch of Commercial Fisheries.

The report sets forth the prospective markets for individual fishery products and by-products and describes conditions affecting these markets. Emphasis is placed on: (1) Anticipation of heavy seasonal runs of commercially important fish; (2) Forecasts on the menhaden catch as the season for this species gets under way; (3) Evaluation of probable effects the Alaskan fishing curbs will have on this year's salmon pack; (4) Predictions on effects of the 10-day post-season open period for halibut fishing in the North Pacific; and (5) Consideration, for the first time in this publication, of prospective markets for fish solubles.

Imports will be heavier for canned items but relatively unchanged for other fishery products. Exports are expected to be light and to show no increase over the same quarter of 1953.

Supplies of fresh fishery products will increase during the quarter as a number of seasonal fisheries reach peak production. Stocks of frozen fish and shellfish in cold storage will reach their annual low during April and May. These stocks are expected to show an increase, however, by the quarter's end.

Nearly 139 million pounds of frozen fishery products were in storage on February 28. This was 19% above the 1949-1953 average for this quarter and only 2% below the quantities on hand on March 1, 1953, when frozen product storage stocks reached an all-time high for that month.

Stocks of most varieties of canned fish will be low during this April-June period, the report points out, since the new pack will not become available until the third and fourth quarters. Prices for canned fish are expected to remain firm during this second quarter.

The index for frozen processed fish should remain fairly steady while that for canned fish, because of the generally small stocks on hand, is expected to climb.

One of the chief factors contributing to general market stability is the spectacular current production and consumer acceptance of prepared products, notably, "Fish Sticks." The development of fish sticks originated in an initial output of about 100,000 pounds during January 1953, and production of this item has expanded steadily since that time. A recent survey indicates that last year's output came to more than 7½ million pounds and production for 1954 will probably exceed 30 million pounds. Other prepared fishery products, such as tuna pies, seafood dinner, and concentrated soups are gaining national distribution, and a strong future is seen for these items.

## McKay to Visit Alaska

The Interior Department has announced that Secretary Douglas McKay will make an official inspection visit to Alaska in July. He will be accompanied by a group of Department officials, and they will review the activities of all Interior agencies in the Territory. The Secretary plans to spend about 10 days in Alaska. His office said no firm itinerary has been arranged as yet, but it will include towns along the Alaskan Gulf, points in Bering Sea, and communities in southeastern Alaska. This will be Mr. McKay's first trip to the Territory since he became Interior Secretary.

## New Oceanarium

Appointment of Kenneth S. Norris as Curator for Marineland of the Pacific, the $3,000,000 Oceanarium nearing completion at Portuguese Bend near Pt. Vicente Light, was announced by Ray W. Smith, vice president and general manager.

The 4-story high Oceanarium will contain two of the largest salt water tanks in the world to hold captive thousands of specimens from the sea which may be viewed "at home" through 358 windows in their simulated giant sea coves.

Norris formerly was Research Assistant at the University of California's Scripps Institution of Oceanography at La Jolla, Calif., At Marineland, he will have charge of the staff to soon start collection of specimens for educational display.


New

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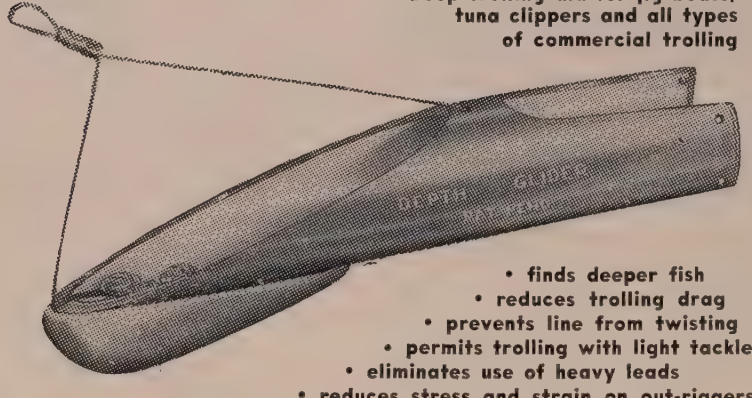

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"ASK THE FISHERMEN WHO ARE USING IT!"

# LETTERS TO THE EDITOR

Dear Sir:

There is another approach to the predicament of the fishing industry, that no one seems to realize.

The American people have priced themselves out of the World market, and in the fishing industry, out of their own.

We are overloaded with debt and merchandise; lowering the tariff would send us into a tailspin, and raising it would only aggravate our misery.

The *cause* of our trouble is the constant advance in wages and salaries, plus subsidies to farmers. Our cost of production even with improved machinery is out of line with the rest of the world.

So, the obvious thing to do is to *reduce* our wages, salaries and subsidies, *gradually*, so that the cost of production and living costs will come down, so that we can compete with the World. Between '35 and '40 our costs and prices were down. and we could compete, but World War II sent wages up and they have been advancing ever since. Every time wages go up the purchasing power of the dollar goes down.

It we could get our cost of production back to the '35-'40 period, we could sell our surplus at a *profit*, instead of giving it away as at present, and be able to meet the competition of imports with our present tariffs.

If the above course were adopted we could avoid another '29 "bust" and our standard of living would be much better than at present.

*P. S. Guilford*
*Port Townsend, Washington*

## *More on the . . .* SUBMERGED LANDS ACT

Here is a condensation of a letter sent to President Eisenhower by Senators Saltonstall, Holland and Daniel:

"Enactment of the Submerged Lands Act has raised a question of considerable concern: Continued maintenance of the right of free access to the coastal waters of other countries is of crucial importance to our fishing industry. A progressive decrease in the abundance of fish in our own coastal waters has made it necessary for our fishing vessels to voyage farther and farther afield.

"Our Southern California tuna fleet scours an area with a radius of 3,500 miles from San Diego, and within this area are the coastal waters of western Central America and of northwestern South America. Our North Pacific salmon fleet depends heavily on the waters off the coast of British Columbia. In the northwest Atlantic, New England fishermen compete with those of nine other countries in the coastal waters of Nova Scotia, Newfoundland, and Labrador.

"The importance to our domestic fishing fleet of continued freedom to fish off the shores of other countries in turn makes important our continued recognition of the reciprocal rights of those countries in our own coastal waters.

"In order to alleviate the fears which have been expressed by the fishing industry, it is out hope that you will declare that it is the continued purpose of the United States to recognize the 3-mile limit and insist upon freedom of the high seas beyond those limits with respect to fishing and navigation, with only those historical exceptions such as the 3-league limit of Texas and Florida in the Gulf of Mexico."

Now here is a condensation of the White House letter in answer to the above, addressed to Senator Saltonstall and signed by President Eisenhower:

"It has been the traditional position of the United States that the limit of its territorial waters is three miles from low-water mark on the coast. Although this traditional position has not been changed by any policy determination of the executive Branch of the Government or by the courts, nevertheless the Submerged Lands Act, as I understand it, leaves coastal states, at least in the Gulf of Mexico, free under certain conditions to establish claims to territorial boundaries in excess of three miles from the coast.

"Until such claims have been established in the appropriate tribunals, I do not feel that a declaration by me, such as suggested in your letter, should be made. It will continue to be the policy of the United States to assert the right of its nationals to engage in fishing on the high seas outside of the three-mile limit for territorial waters."

## FWS Survey Committee

Secretary of the Interior Douglas McKay has appointed a five-man committee to survey the organization and operating procedures of the Fish and Wildlife Service.

The committee began its survey in Washington on April 15 and is to submit its report by June 1.

Objective of the survey is to determine what is being done; whether it is being accomplished in an efficient manner, and whether there are other means of accomplishing the work more effectively . . . particularly on these points:

(1) The organizational structure and staffing pattern of the Washington, D. C., regional and field offices of the Service.

(2) The Service's operating policies and procedures, particularly with respect to budget and fiscal control and other management services.

(3) The functions and responsibilities of regional and field offices, including delegations and redelegations of authority.

(4) The legislative authority for programs of the Service.

(5) Relations with other bureaus in the Department of the Interior, other federal agencies and local government and other organizations.

(6) The public relations of the Service.

(7) Any special problems which might require separate investigations or special arrangements to bring the workload of the Service current.

# The Vanishing Sardine Fishery

*(Continued from page 11)*

Something drastic must be done, and soon. It may be too late but we must try. An advisory committee established late in 1951 and composed of the leaders of the industry, sportsmen's groups, Legislature and department labored long and earnestly to develop a conservation plan. In spite of everything, a workable program was laid before the Legislature in 1953. Bickering and disagreement over details caused its defeat. Fishing continues unrestricted and eevry sardine that shows a fin is captured forthwith.

Now, only complete cessation of fishing for a few years, followed by rigid control of fishing intensity for many years can hope to revive the sardine fishery. The few remaining fish must be given a chance to reproduce.

**Is It too Late?**

In recognition of the plight of the fishery, the Fish and Game Commission adopted a resolution last November that sums the situation accurately. It reads:

WHEREAS, It appears to the Fish and Game Commission that the sardine industry of California is in a state of collapse because of a continuing scarcity of fish to the point where there is insufficient supply for either processing or bait; and

WHEREAS, There is no indications of a return to abundance in the foreseeable future; and

WHEREAS, Present statutory controls are inadequate to insure a recovery of the fishery, and only strict regulation of catches adjusted to meet changes in the amount of the supply offers any hope for the future of this important industry; now, therefore, be it

*Resolved,* That the Fish and Game Commission respectfully requests the Governor of the State of California to call an extraordinary session of the Legislature to be concurrent with the 1954 Regular Budget Session to consider enactment of a statute conferring upon the Fish and Game Commission the authority to regulate the taking of sardines for all purposes, consistent with the principle of maximum sustained yield.

So, once again we shall try to save an industry with the support of those in the industry who wish to remain in business and the sport fishermen who see the sardine as a feed fish for the game species and as bait.

Perhaps we shall succeed. If so, once more thousands of fisherfolk will pursue their chosen vocation. Once more we will find canned sardines on the grocer's shelf. Once more the stately white ships will ride into port hull down with fish—leaving behind other ships' running lights twinkling endlessly to the shoals of silvery fish waiting to be caught. *

## Novel on Menhaden

"King Menhaden" has at last been glorified in novel form. American fisheries will be interested in Earl Conrad's novel, "Gulf Stream North," the story of how intrepid fishermen of the Atlantic and Gulf coasts net the famous oil fish with the largest tonnage of all American fisheries. Only the fishing industries have known about the menhadeners until now, as this is the first book to tell how this fishery grew up, crowding out the whale fishery as an oil source to become at present at $21,000,000 a year business.

While a few magazine accounts have in the recent period brought the story of menhaden to the general public, and the brief documentary film, "The Story of Menhaden," has been shown here and there, this book for the first time in the history of the 150-year-old industry tells the story of how the fishermen actually work with purse seine nets, purse boats, striker boat, fish hole, hawk's nest, suction rig, fathometer, airplane spotting and all the rest of the technology of this industry.

The story is an exciting one, a narrative of five days on the sea off the coast of Georgia, in dangerous shoaly waters. A fictional account of an old menhaden vessel that has already brought in millions of fish in its time, this story suggests the outline of the industry's development but mainly tells the exciting story of those who actually haul in the fish. How the fish "thunder," a storm, life among the fishermen, a sinking—a tale to interest all who are connected with the American fisheries. Published by Doubleday & Co., 575 Madison Ave., New York 22, N. Y.

## Tuna Pie Goes to Town

Phenomenal success is reported for the latest addition to the line of products put out by Van Camp Sea Food Co., Inc.—the Chicken of the Sea brand of frozen tuna pie.

Sales Manager Gordon Curtis says that the high quality of this product, in comparison with beef and chicken pies, "insures its continuing success as we advertise and promote further. It contains more tuna, fresh whole milk, hard-grain wheat flour, butter and other foods in its composition than any other pie on the market. We have made a pie that the discriminating housewife would make for herself and family."

## Alaska Survey Team

Interior Secretary McKay has appointed a four-man survey committee to study the Department's programs in Alaska. It began field studies in Juneau on April 15.

The committee will study the nature and scope of Department operations and the locations, functions and staffing of regional and field offices. It will also examine existing policies to define the government's objectives in Alaska, and also the Department's relations with Territorial, local government and with other federal agencies.

## Shrimp Imports

The Market News Section of FWS has released this data on the imports of shrimp for the month of January, broken down by country of origin:

Imports of all shrimp (fresh, frozen and canned) from all countries in January totaled 4,131,275 pounds, compared with 3,016,987 pounds in January, 1953. Of the total, imports from Mexico amounted to 3,579,547 pounds, compared with 2,774,480 pounds for the same month in 1953.

The other countries contributing to the January total were Panama, 155,950 pounds; Argentina, 165,500 pounds; Peru, 87,151 pounds; Cuba, 32,680 pounds; Spain 37,218 pounds; Japan, 27,661; and Norway, 12,985 pounds. While most of these imports are of frozen shrimp, some from Spain, Norway and Japan are canned.

# Pacific Oceanic Fisheries Institute ACTIVITIES

THE reconnaissance cruise north of of Hawaii of the research vessels Hugh M. Smith and John R. Manning has been completed.

The 2-month oceanographic cruise of the Smith to the north and east of Hawaii was designed to investigate the chemical and physical characteristics of these potential albacore fishing grounds. The vessel occupied 89 hydrographic stations, collecting data from waters from the surface to 4,000 feet in depth. At each station zooplankton samples were also taken. Preliminary analyses indicate rich oceanic waters are to be found about 800 miles north of Hawaii in a region of transition from the warm westerly flowing North Equatorial waters, found typically around the Hawaiian Islands, to the cooler easterly flowing North Pacific Drift waters. In this boundary region between the two currents plankton was found to be relatively more abundant than to the north or south.

The Manning, which had found albacore tuna on three fishing stations in this transition zone due north of Hawaii, failed to catch additional albacore further to the east during nine additional fishing stations. However, a total of 22 bigeye tuna, 1 skipjack, 2 broad-bill swordfish, 61 sharks, 86 lancet fish, and 1 pelagic sting-ray were caught on the experimental longline fishing gear. Of special scientific interest was the great abundance of lancet fish which were taken on every fishing station. It was also a surprise to capture a sting-ray in the upper layers of oceanic waters several thousand feet above bottom. This unusual, typically bottom-dwelling fish has been sent to the mainland for study by specialists.

A report has been received from the research vessel Charles H. Gilbert which is now fishing and collecting biological information while enroute from Tahiti to Christmas Island. On the first leg of her current cruise a total of 84 yellowfin were caught in 10 fishing stations along 110° W. long., the rate of capture for the five best stations near the Equator was 3.2 yellowfin per 100 hooks. The best station, however, yielded 6 yellowfin per 100 hooks. At one station 38 bigeye were caught; a rate of capture of 25 per 100 hooks. Aside from this one station, however, no large concentrations of bigeye were encountered.

A brief bait survey was made of both the Marquesas and Tuamotus islands. Considerable amounts of bait, mainly a herring-like fish about 3½ inches in length, were found in all bays and sheltered beach areas examined in the Marquesas. The crew of the Gilbert seined 335 buckets in Taiohae Bay on Nuku Hiva and estimated that another 1,550 buckets were present. Several hundred more buckets were seen in the bays in the Marquesas Islands. In addition to the bait, 19 flocks of birds were located working actively over tuna in a period of one hour and 40 minutes heading south from the islands. Fishermen aboard the Gilbert were impressed by the bait fishing possibilities observed.

The Tuamotus were a disappointment. Four large atolls were thoroughly scouted and nowhere was bait abundant. It appeared from this cursory survey that a tuna vessel could not depend on the Tuamotus as a source of bait.

The first longline trip of the two Jangaard vessels has been completed and the boats have now returned to the yellowfin fishing grounds near the Equator. The tuna vessels unloaded 103 tons of tuna at Honolulu after 30 days of fishing on their first equatorial venture, and radio reports from the vessels indicate that fishing has been fair during the second part of the cruise. The Alrita is expected to land a full load in Honolulu soon.

A Honolulu-based sampan, the Taihei Maru, captained by an experienced longline fisherman, has left Honolulu for the Line Islands. This boat will base at the island of Palmyra and fish longline gear for yellowfin tuna.

Additional interest is evident on the part of Honolulu and west coast fishing interests looking toward a considerable commercial fishery for yellowfin in the central equatorial Pacific.

**Research Projects**

Experimental longline fishing was carried out on a section across the Equator at 155° W. long. and at three fishing stations near Christmas Island. The average in December was considerably less than at most other times of the year. The fishing was better close to Christmas Island.

During the cruise a modification of the standard 6-foot basket consisting of 11 hook droppers was compared with the standard 6-hook gear; it was found that the 11-hook basket of longline gear was about 30% more efficient than the 6-hook gear.

A study of the distribution of skipjack schools in Hawaiian waters based on the 1953 scouting has revealed that the abundance of schools continued high from close inshore to a distance of 350 miles south and west of Oahu. At the same time the Hawaiian sampan fleet was catching three-fourths of its catch within 20 miles of land.

Trials of airplane scouting for tuna proved disappointing; about 10 times as many schools were seen over comparable areas by the vessel when compared with the plane. Since practically all fish schools are located by observing bird flocks over them, it was concluded that the dark colored shear-waters and terns probably are an important contributing factor in the differences in scouting efficiency between vessel and plane.

The 1953 results of studies of the response of tuna to chemical stimuli have been summarized. It was found that tuna kept in captivity respond vigorously to extracts of tuna flesh, viscera or blood or to the extract of squid or shrimp. Studies of mechanics of the response show that part of the response is a "conditioning" of the fish in the pond.

Considerable sea testing of chemical extracts indicate no measurable attraction. It was concluded that the sense of smell—by itself—plays little part in the feeding of tuna in their natural environment.

A study of the response of tuna to visual stimuli showed the tuna to be momentarily attracted to shiny objects but the visual artificial lures were not successful in holding the school behind the boat. Another attempt is being made to develop an artificial lure imparting motion as well as appearance. ✶

 *(Continued from page 8)*

ment was finally adopted after lengthy debate. Californians playing a strong role in getting the research money restored were Reps. Bob Wilson and John Allen.

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TRIP-LEASE.--Keep you eyes on two identical bills--S 3117 and HR 3831--as they represent further efforts to whittle away fish and agricultural exemptions in the Motor Carriers Act.

Sponsored by Senator Hoey and Congressman Cooley, these bills would declare redried tobacco as a manufactured product and thus exempt it from short truck hauls under the Act. Fishing interests and agriculture representatives are bucking this bill on the grounds it would open the door for further efforts to regulate short-term hauls.

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MORE TRIP-LEASE.--After several delays it now looks like HR 3203, a bill to ban Interstate Commerce Commission regulation of 30-day-trip leasing, will get a hearing in the Senate Interstate and Foreign Commerce committee. Hearing date has been set for May 10. Chances are that the bill eventually will be reported out--but over the objections of Chairman Bricker, a strong opponent of the measure. HR 3203 has been approved by the House, but it has been bottled up in the Senate committee for several months. Once the measure is reported out to the Senate floor, it is rated a better than 50-50 chance of passage.

In the meantime, the Interstate Commerce Commission has set June 14 for a hearing to consider the 30-day rule for leasing vehicles. While the hearing will not affect the present rule permitting exempt haulers to trip-lease on hauls immediately following a movement of exempt commodities--National Fisheries Institute will oppose the 30-day rule. Reason: Exempt haulers who enter into 30-day leases with regulated carriers during off-season would be prevented from serving the fishing industry during emergencies.

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PENNY PINCHING.--Uncle Sam's new drive to pinch pennies wherever he can is running into hot water with the Voice of the People: Congress.

At least two congressional committees have wagged their fingers at government agencies which are trying to charge new fees or raise established ones for services normally conducted at little or no cost. The Senate Interstate Commerce committee nixed such proposals and recommended that any plans to put services on a pay-as-you-go basis be postponed for another year. The House Appropriations committee, in another action, banged the book on Secretary Benson's fingers when he said he could save a lot of cash by imposing higher fees on service to the fruit and vegetable trade.

This part of the Administration's economy drive drew a heavy crossfire from industries affected, including the fishing industry. One result: The Army Engineers plan to charge license fees for nets, seines and traps in navigable waters is likely to be put on the shelf.

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IMPROVING MARKETING FACILITIES.--Under a bill sponsored by North Carolina

Rep. Cooley, political subdivisions of States would be encouraged to improve and develop marketing facilities for sea food and agricultural commodities. Market facility modernization would be encouraged under a $25 million "marketing facility mortgage insurance fund" to make insurance payments and to meet the expenses incurred in connection with the acquisition, operation, and disposal of market facilities acquired.

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FISH STICKS.--Production of fish sticks now is a $4 million business--and still growing.

Fish and Wildlife Service says: "An outstanding development in the fisheries of the United States during 1953 was the rapid expansion of the fish stick industry. Consumer acceptance of the new product was so high that late in the year, firms were having difficulty keeping up with their orders."

During 1953, FWS reports, sticks were made from both imported and domestic fish. Most of the production during the year was from cod and other groundfish. By early 1954, the number of plants making sticks had increased several-fold, and such species as salmon, halibut, whiting, and Pacific rockfishes were being used.

Example of how fish stick production has climbed: In January, 1953, about 115,000 pounds were produced. By December, 1953, production had climbed to 2.8 million pounds. Total output in 1953 was 7.2 million pounds, valued at $4 million.

The Commercial Fisheries Branch of FWS makes this prediction: "If the December 1953 production rate continues through 1954, the production of fish sticks in the United States for the year should reach well in excess of 30 million pounds."

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CONSUMER PREFERENCES.--The FWS Branch of Commercial Fisheries has come up with Part 3 in a series of studies of consumer fish likes and dislikes. Latest study shows that it doesn't matter how much income families have, nearly everybody likes fresh and canned fish. Every income bracket covered by the survey seems to like these commodities about equally.

But the same can't be said for fish done up in other ways. BCF's nation-wide survey of 2,473 households shows that upper income groups go in for more frozen and cured fish than do the lower income groups. The survey also shows that low income families tend to shy away from consumer-pack frozen fish, but upper income brackets like this type quite well. Low income families like their frozen fish either unwrapped or just cellophane-wrapped.

Another interesting finding of this survey is that low income groups tend to fry frozen fish when cooking. On the other hand, those with larger incomes prefer their fish either baked or broiled.

If you're interested in this type of consumer research information --and it doubtless has considerable value in increasing fish markets--you can get more of it from the Interior Department. Write the Information Division, Fish & Wildlife Service, Washington 25, D.C., for Fishery Leaflet No. 409. It's free.

# Foreign Economic Policy

President Eisenhower has sent to the Congress his recommendations concerning the foreign economic program for the United States. In large measure, the recommendations followed the majority report of the Randall Commission. Among other things he said:

"I am convinced that the gradual and selective revision of our taariffs, through the tested method of negotiation with other nations, is an essential ingredient of the continuing growth of our domestic economy. An expression of our willingness to negotiate further will offer needed leadership toward the reduction of trade and payments barriers that limit markets for our goods throughout the world.

"Tariff reductions would be made, selectively on specific commodities, and only after notice and hearings in accordance with past practice. This would represent our part in the gradual and careful approach to the whole problem of improved trade which the world so urgently needs. No sudden, sharp, or widespread adjustments within our economy would be involved.

"I have approved the Commission's recommendations that the United States withhold reductions in tariffs on products made by workers receiving wages which are substandard in the exporting country. This policy shall be placed in effect. I have also approved the Commission's recommendations concerning raising of labor standards through consultative procedures and cooperation in international conferences such as those sponsored by the International Labor Organization.

"These recommendations for renewal and amendment of the Trade Agreements Act are based on the plain truth that if we wish to sell abroad we must buy abroad."

The tariff proposals in the President's message are not likely to have much effect on canned fish products except that it is apparent efforts to obtain tariff relief will meet strong opposition and will have to be pressed with vigor. Conceivably, the proposal for special tariff treatment for Japan could cause difficulty on products. On the other hand, how special treatment can be accorded Japanese exports in the fact of the "most-favored-nation" policy is not clear.

## Halibut Regulations

Halibut fishing regulations for the entire North Pacific Coast have just been approved by the United States and Canadian Governments. They were adopted by the International Pacific Halibut Commission last January after hearings and discussions with all elements of the Pacific Coast halibut fleet and industry. They allow a substantial increase in the catch for 1954 but reject a fleet proposal which would have allowed such over-fishing as would threaten the entire program of gradually building up the supply.

Under the careful management of the Commission, the Pacific Coast of North America now produces each year more halibut than all other ocean areas put together. The supply has been both increased and maintained so that fishing conditions are stable and prosperous. The purpose of the new regulations is to take advantage of the new halibut treaty between the two countries in such manner as will increase the annual catch even more.


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## ADDITIONS TO THE FISHING FLEET

During 1953 a total of 729 vessels were documented for the first time as fishing vessels, compared with 675 vessels during 1952, reports the Fish & Wildlife Service.

Of the total vessels documented in 1953, 495 were built in 1953, 70 in 1952, and the remainder (164) in years prior to 1952. Here is the total number, by years, of vessels obtaining their first documents as fishing craft:

| Section | Total Number of Vessels 1953 | 1952 | 1951 | 1950 |
|---|---|---|---|---|
| New England | 20 | 30 | 36 | 36 |
| Middle Atlantic | 19 | 26 | 34 | 45 |
| Chesapeake | 83 | 65 | 36 | 81 |
| South Atlantic | 116 | 89 | 118 | 153 |
| Gulf | 264 | 161 | 173 | 167 |
| Pacific | 164 | 203 | 284 | 231 |
| Great Lakes | 7 | 13 | 25 | 12 |
| Alaska | 53 | 88 | 71 | 83 |
| Hawaii | 3 | .... | 3 | 4 |

**Vessels obtaining their first documents as fishing craft, 1936 to 1953 inclusive**

| Year | Number | Year | Number |
|---|---|---|---|
| 1936* | 435 | 1945 | 741 |
| 1937 | 335 | 1946 | 1,085 |
| 1938* | 376 | 1947 | 1,300 |
| 1939 | 357 | 1948 | 1,184 |
| 1940 | 320 | 1949 | 1,002 |
| 1941 | 354 | 1950 | 812 |
| 1942 | 358 | 1951 | 780 |
| 1943 | 358 | 1952 | 675 |
| 1944 | 635 | 1953 | 729 |

*Data are partly estimated.

Source:—Monthly Supplement to Merchant Vessels of the United States, Bureau of the Customs. Vessels have been assigned to the various sections on the basis of their home port.

## Canned Tuna in Brine

Serving notice that it is determined to pursue all possible avenues of protection against low duty imports of canned tuna in brine, the Tuna Research Foundation recently applied to the Commissioner of Customs for reclassification of the item to the higher ad valorem duty rate of 25%.

In its request, the Foundation pointed out that the Icelandic Trade Agreement, which came into force in 1943, should never have been interpreted as being applicable to tuna canned in brine, since the agreement clearly specified that the concessions granted applied only to "articles the growth, produce or manufacture of Iceland . . ."; that tuna is not and never has been produced or manufactured in Iceland.

The communication further pointed out that had it been the intention of the United States actually to grant a concession to anyone on imports of tuna canned in brine, the logical place to have made such a concession would have been in the trade agreement with Mexico, the negotiation of which was being conducted simultaneously with the Icelandic negotiations and in which a concession was granted on canned tuna in oil.

The Foundation further pointed out that since such a product as tuna canned in brine was not produced at that time and therefore could not have been an article of commerce, it is certain that there was no intention on the part of the United States to grant any such concession.

The tuna canning industry has asserted that it will not rest until the tariff on tuna in brine is brought to a level more comparable to the rate on tuna in oil. If one step fails, another will be taken. As E. L. Morris phrased the problem last spring when testifying before the House Ways and Means Committee, "the present setup is just as illogical as having a 45% tariff on black shoes and a 12½% tariff on brown shoes."

## Maine Sardines

A cooperative project between the FWS Branch of Commercial Fisheries and the Maine Sardine Industry has been initiated. The purpose of the project is the development of research and technical data designed to improve the quality of Maine sardines. Ralph M. Berglund, formerly with Pacific American Fisheries, Bellingham, Wash., has been hired as project leader and will make his headquarters at Boothbay Harbor, Maine.

# N. F. I. CONVENTION

Ninth annual convention of the National Fisheries Institute, held in Cleveland, Ohio, was well attended and filled with interesting events.

One of the talks of most general interest was made by Ralph S. Damon, president of Trans World Airlines, who took issue with the prophets of gloom and said American business now has the best opportunity since 1941 of moving ahead . . . because we have emerged from a 12-year long period of government controls and "managed economy."

Mr. Damon told the representatives of the fishing industry that they have a bright business future, with no limit to where they can go in additional sales and merchandising.

He said the fishing industry and the airline industry—America's oldest industry and one of the nation's youngest—both are facing up to a bright future in which there are new horizons, new markets and new fields to conquer.

"Both of us must use imagination and daring and resourcefulness if we are to stand out in today's tough competition," he said.

Mr. Damon added that ideas are needed today—ideas to build sales and service. "Out of ideas come new markets, and out of markets, new sales," he said. "Selling is the way back to a free economy, and there never was a better opportunity than the one which confronts all of us now."

The 1954 Fisheries Service Award went to O. L. Carr, 73-year-old president of the Mid-Central Fish Co. and one of the pioneers in the fish distribution business in the Mid-West. The award — an engraved plaque — was presented by Frederick McG. Bundy, of Gloucester, Mass., president of the Institute.

The award is made annually to an industry leader who has an outstanding record of service to the fish business. Mr. Carr, active in the fish business for 50 years now becomes the Institute's tenth honorary life member.

## Fishing Boats for Russia

Several countries seem eager to get some of the lucrative Russian trade. At least three European nations have contracted to build fishing vessels for the Soviet Union.

British shipbuilders are closing a deal for construction of about 20 trawlers and 7 factoryships, valued up to $36 million. Denmark is expected to offer the Russians five more refrigerated vessels, in addition to several already underway. The West Germans reportedly also have an order for construction of 10 fish factory vessels to be sent Russia. The German-built vessels will each gross about 3,000 tons and measure about 260 feet long. They will be specially designed to process frozen and canned fish at sea and to handle 30 tons daily.


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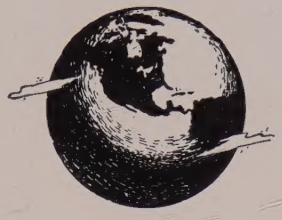

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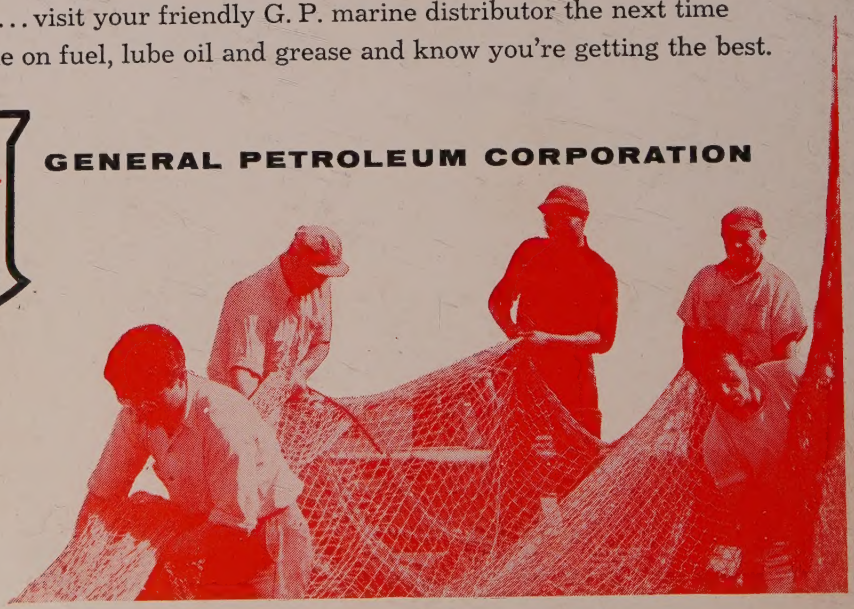

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